

THE GAZETTE.

FRIDAY, JANUARY 25

TO-DAY'S ANNIVERSARIES

Born: Robert Burns, 1759.
Thomas Tanner, D. D., (antiquary), 1674.
James Herz (the Irish shepherd), 1772.
Died: George Selwyn, 1791.
William Shield, 1829.

Marriage of Princess Margaret of England, 1503.
Deposition of Edward II., of England, 1327.

PRESIDENT MILLER ON THE TAYLOR BILL.

President Miller of the St. Paul railway company has written an article which appears in the Milwaukee Sentinel, reviewing the bill introduced in the senate by Mr. Horace A. Taylor to regulate the railway traffic of this state. Of course, the opinion of Mr. Miller is that of a railway manager, but there are some points and suggestions in it that merit a very careful reading and a good deal of sober and unprejudiced consideration. The chief points of the Taylor bill are as follows, with the comments of Mr. Miller:

First, the provision that it shall be considered unjust discrimination to charge a higher rate for one carload than for more than one.

The answer to this by Mr. Miller is that "by the ruling of various courts this has become law, without express statutes."

Second, the proposed bill required the making of joint through rates with other lines.

To which Mr. Miller answers by saying that this is unjust "in that it may compel a company having its own line between two points, to give its business to other lines. Common law already obliges a railway company to make proper and reasonable arrangements for the transportation of freight from a station on one line of railway to a station on another line."

Third, the proposed bill provides for the enforcement of the long and short haul principle.

Mr. Miller answers this as follows: "This provision in the inter-state-commerce law has produced nothing but trouble and damage to the material interests of the west. Ask any lumberman or manufacturer in the state of Wisconsin if it is not a most pernicious provision. Since its incorporation into the Iowa law it has paralyzed manufactures in that state and has seriously damaged all other interests. In a state having so large manufacturing interests as Wisconsin, there should be the utmost freedom from arbitrary conditions governing transportation, always within the limits of reasonable and just rates—each case on its merits. The long and short haul provision will surely be fatal to the interior manufacturing interests of the state."

Fourth, the bill provides for three commissioners instead of one.

Mr. Miller makes a pretty strong answer to this fourth feature of the bill: "The bill provides that one of the three commissioners shall be a competent and skilled engineer, another competent and skilled in freight traffic. The compensation fixed is \$3,000, for which sum it is expected to secure such talent for an uncertain tenure of office. Any railway company would be glad to obtain the services of such men for a higher salary. They do not grow on every bush. The result would be a second-class engineer and a second class freight man to prescribe rates and regulations."

Fifth, the provision of the bill gives the commission power to prescribe rates. Mr. Miller says that this provision has never failed to produce evil results, bringing on antagonism between the commission and the railways and consequently tedious and expensive litigation. Then he says that the board of railway commissioners of Massachusetts, which has always been eminent for its broad and judicious treatment of railway affairs, in a report several years since used language to this effect: "This board has not and does not seek the power to make rates. We believe such power would impair the usefulness of the board." In a later report the board says: "We know the difficulty which is felt when experienced freight managers try to adjust a tariff. We have never claimed, but have always denied that a railroad commission was a proper tribunal for fixing tariffs." The inter-state-commerce law, whatever other fault it may have, has not this colossal one.

The sixth provision of the bill is that in case of the prosecution growing out of a dispute between the commission and the railways, the rates named by the commission, however faulty, are to be taken as prima facie reasonable and just and to be evidence accordingly. Mr. Miller says with a good deal of force, that such a provision as this does not deserve a place among the statutes of any civilized community.

In speaking of the comparison of rates in Wisconsin with those of other states, Iowa, Minnesota, and Illinois, Mr. Miller says that no mention is made of the volume of tonnage, which is four times larger in Illinois than in Wisconsin; five times larger in Iowa; and one and a half times larger in Minnesota. Then Mr. Miller makes one statement that is worth remembering: "The larger part of the local traffic of Wisconsin is 94 per cent, is moved on commodity and terminal tariffs. The commodity tariffs are made for the benefit of manufacturers; the terminal tariff for the benefit of Milwaukee. Eighty per cent. of the entire traffic of Wisconsin is moved on inter-state tariffs, of which no mention is made in the comparison so inaccurately circulated."

On another point Mr. Miller says: "The great reduction in earnings in consequence of excessive competition and restrictive legislation, such as is now proposed in Wisconsin, has resulted in great loss in the net revenues of western railways and excites the alarm of judicious people. Any additional step in the same direction must tend to aggravate

the situation and furnish new cause for alarm. The present situation is too grave to be trifled with by attempting to place Wisconsin on the place of Iowa and Minnesota in its treatment of railways."

Again: "Nearly all of the shippers have found themselves able to obtain correction of errors without the intervention of the commission. In other other states, the result of the radical legislation has not been such as to allure Wisconsin into the same thorny path. The railways have been constantly harassed and placed on the defensive. Antagonism has been cultivated to furnish a field for the exploiters of the ambitious statesmen, and the result has been endless and vexatious controversy and litigation, when there should be goodwill and harmony."

In concluding a review of the Taylor bill, Mr. Miller says: "The railways of the state of Wisconsin have been proud of their relations with the people, and have endeavored to show their appreciation of the just and liberal treatment they have received, by rendering the best possible service, and by doing all in their power to advance the material interests of the state."

Mr. Miller states a sober truth when he says that ill-advised legislation regarding railways has been productive of great harm, not only in placing additional and severe burdens upon railway companies, but in creating antagonism between the companies and the people that should not exist. Railway companies have been inclined of late years to generously respond to the just demands of the people on most points pertaining to traffic rates to trains, and there seems to be a sentiment abroad in the state that there is no need of any further legislation on the subject.

It is said by one of the Milwaukee Sentinel's legislative correspondents at Madison that the anti-salt movement will be much better organized than usual this year, and its advocates entertain strong hopes of accomplishing something. "The agitation has been quite extensive already, but it does not come from the prohibition party, emanating rather from members of both parties who are opposed to the influence of the saloon and seek to restrict the liquor traffic to a greater extent than heretofore. No definite plan has been formulated, though several projected measures of legislation are being talked over. Temperance men all over the state have placed the active management of the movement in the hands of a committee of a dozen or more well-known and influential citizens of Madison headed by John A. Johnson. The committee has been given charge of the temperance question throughout the state, who are actively interested in the subject. It is intended to give a thorough inspection to the laws in states where the liquor traffic is under severe restrictions and to frame a law such as the needs of this state seem especially to require. It is believed that a larger proportion than usual of the members of the legislature this year are in sympathy with the temperance cause, though hardly in favor of any rigid legislation, and that something will result from the agitation is claimed to be almost certain by the prime movers in the cause."

The governor of Michigan, Mr. Lucius has some common sense ideas of the contract system in persons. In his message to his legislature, he says:

After giving this subject much attention I am impressed with the belief that prison labor does not compete with free labor to the extent that is popularly supposed, because the materials to construct prisons are prepared by free labor. Free labor superintends institutions and shops. Free men are employed as chaplains, physicians, teachers, keepers and guards. It is doubtful whether in an economic view the prisons do not give free labor nearly as much employment as they take from it.

The people of Wisconsin—by that I mean "free labor," that the demagogues have so much love for, get ten times more out of the prison contract system at Waupun than they put in for jobs. It is the best investment, both from a reformatory and an economic point of view, the state ever made.

The Hon. Eli H. Murray, formerly of Kentucky, and more recently of governor of Utah, is urged by the San Diego Union for secretary of the interior under President Harrison. Governor Murray was moved from the gubernatorial chair in Utah by the present administration because he was obnoxious to the Mormon polygamists of that territory. The incoming administration, on account of its opposition to the crime in Utah, ought to have a very warm place for Governor Murray.

The hope seems to be growing that John W. Wamaker will go into the cabinet. There is no man in this country that would dignify a cabinet office more than that prince of merchants and noted philanthropist, John Wamaker. Then there is Warner Miller, that intrepid leader, "who fell outside the breast works," while the column inspired by his courage, went on to victory," he, too, above any other man in New York, should go in the cabinet.

THE WISCONSIN LEGISLATURE.

Numerous Petitioners Ask for the Restoration of Capital Punishment.

A Bill Providing for a Mechanical Institute and a Course in the University.

Other Important Measures Introduced—Adjournment Until Tuesday.

Special to the Gazette.

MADISON, Jan. 25th.—In the assembly this morning a petition was presented for a law resorting capital punishment. A joint resolution was introduced out of all new legislation, except such as will have a bearing upon that previously introduced, on February 12th.

A bill was introduced providing for a Mechanical Institute, similar to the Farmers' Institute, and for a course of study in railroad and electrical engineering; and for the further development of mechanical arts in the State University, and to appropriate 1½ per cent of the tax received from railways, transportation, telegraph and telephone companies to meet such expenses.

Thirty-five petitions were presented to the senate praying for the passage of more stringent laws for the suppression of the dens of iniquity.

The senate passed bills for the relief of Ozaukee county on state tax matter, and giving Chippewa county authority to issue bonds to pay indebtedness of \$150,000.

Both houses adjourned until 11 a. m. on Tuesday.

THE DEAD CONGRESSMAN.

Both Houses Adjourn—Resolutions of Respect—Funeral Arrangements.

WASHINGTON, Jan. 25.—Both Houses of Congress adopted suitable resolutions on the death of Representative James N. Burnes of Missouri and then adjourned as a mark of respect to his memory. The entire Missouri delegation in Congress, together with Speaker Carlisle, Mr. Randall, and the other members of the committee on appropriations, met at 11 o'clock Thursday morning to take suitable action upon the death of Representative James N. Burnes.

There were few remarks beyond a brief statement of the sad necessity which had called the members together, and the delegation confined itself to the adoption of the following resolutions: "Resolved, That the House has heard with profound sorrow the announcement of the death of the Hon. James N. Burnes, late representative from the State of Missouri.

"Resolved, By the House of Representatives, the Senate concurring, that a select committee of seven members of the House, and three members of the Senate be appointed to take orders for superintending the funeral and to escort the remains of the deceased to the place of burial, and that the necessary expenses attending the execution of this order be paid out of the contingent fund of the House.

"Resolved, That the sergeant-at-arms of the House be authorized and directed to take such steps as may be necessary for properly carrying out the provisions of these resolutions.

"Resolved, That the clerk communicate the foregoing resolutions to the Senate, and that, as a further mark of respect to the memory of the deceased, the House do now adjourn."

According to the present understanding, the funeral is to take place at St. Joseph, Mo., the home of the deceased, and the committee left here with the remains at 7:40 o'clock Thursday night for that place, reaching their destination Sunday evening.

The committee on appropriations, of which Mr. Burnes was a member, met at 11 o'clock, and did not enter upon any public duty. On motion of Gov. Long a resolution of respect to the memory of the deceased was adopted and placed upon the calendar of the committee.

New Lighthouses for the Lakes.

WASHINGTON, Jan. 25.—The Senate commerce committee authorized Mr. Frye to report a number of proposed amendments to the act of March 3, 1892, for the establishment of additional lighthouses. Some of the principal amendments are as follows: Point Betsy light station, Michigan, \$300,000; Gladstone light station, Michigan, \$10,000; depot for the Ninth light-house district, \$50,000; steam tender for the great lakes, \$85,000.

No Americans Were Injured.

WASHINGTON, Jan. 24.—United States Consul Willard at Guaymas, Mexico, has sent a dispatch to the state department denying the report that a number of American citizens had been killed by Yagui Indians, near Oriz, thirty miles from Guaymas. He says the Indians attacked a small force of Mexican soldiers and killed several of them, and that no citizen of the United States was injured.

Report Ready on the Nicaragua Bill.

WASHINGTON, Jan. 24.—The conference committee on the Nicaragua bill held another meeting to-day and completed their report. It is understood the report eliminates some features of the House amendments which related to the issue of stock and the proportions of paid-up capital to issue on the stock.

Capital Gossip.

The House foreign affairs committee has ordered a favorable report on the Senate Panama resolution. The Senate finance committee has decided favorably on the House amendments to the direct tax bill. Gen. Halbert E. Payne, formerly a member of Congress from Wisconsin and commissioner of patents under the administration of President Hayes, fell on the ice here and injured himself so severely that his recovery is doubtful.

STOLE HALF A MILLION.

AN INDIANAPOLIS INSURANCE AGENT'S CRIME.

The Connecticut Mutual Life the Loser by Its Agent, James A. Moore—\$500,000 A Day's Misdeeds.

HARTFORD, Conn., Jan. 25.—Col. Jacob L. Green, president of the Connecticut Mutual Life Insurance company of this city, makes the following announcement: "It has just been discovered that the financial correspondent of this company at Indianapolis, after sixteen years of service, during which he has had the unlimited confidence of all the directors and officers and frequent inquiries, is a defaulter. For the last week his accounts have been under investigation and a default has been found. The extreme amount involved is about \$500,000. He has restored to the company property which may reduce the actual loss to \$400,000. The amount of the loss will not in any degree affect the company's solvency nor even interfere with the regular dividends. The last year has been very prosperous, and in spite of this unexpected loss the company will make a heavy gain in assets, pay a larger dividend than last year, and probably increase its annual statement will show assets of the most solid character amounting to \$5,000,000, with a surplus of about \$5,350,000."

The agent is James A. Moore, a leading citizen of Indianapolis, about 45 years old, who has hitherto occupied a high position in that community. He has been speculating. Col. Green was interviewed on the subject and said: "This steal consists of three parts—the principal of loans paid to him by borrowers, to be repaid by the company; interest paid to him for the same purpose, and rents collected by him on real estate in his care. The principal of the loans and interest is concealed in pay notes or less frequent payments of interest on the loans, and in part by a most ingenious and consistent series of falsehoods in response to frequent inquiries by the directors, representing these borrowers as being in financial difficulty, anxious to struggle on and pay their debt and save their property from foreclosure, and in part by the fact that he did it with leniency on the company part. This is the only loss through a financial correspondent the company has ever experienced in the forty-three years of its career."

INDIANAPOLIS, Ind., Jan. 25.—The announcement that James A. Moore, agent for the Connecticut Mutual Life insurance company, was a defaulter to the extent of several hundred thousand dollars caused great astonishment here. Mr. Moore was born in Madison, this State, and is a son of a banker who was largely interested in the purchase of the State Bank of Indiana, located at that place. He came to this city about twenty-five years ago and entered the employ of Pitzer & Sharpe, bankers. He remained with this firm for several years and married a daughter of Mr. Sharpe, after which he entered business on his own account. In 1872 he secured the general agency of the Connecticut Mutual Life insurance company, his operations being quite extended, covering all of this State and portions of Illinois. He was also secretary and treasurer of the Moore Desk company, and had spent considerable money in fixing up a building for safe-deposit purposes, work on which is now in progress. He was regarded as a safe, successful business man, and his financial standing was not questioned by any one in the city. He is a prominent member and vestryman in the St. Paul's Episcopal church, and his personal habits were unexceptionable. All efforts to see him have so far failed, personal calls at his Pennsylvania street residence and at his farm, a few miles in the country, not being answered. A prominent banker of this city who saw Moore says the latter informed him that he (Moore) was in serious financial difficulty with the Connecticut Mutual. The banker inquired why he did not call upon his friends to come to his relief, to which Mr. Moore replied that the amount involved was so large that he would be unable to obtain enough money to tide over the difficulty.

Secured Considerable Booty.

SOUTH BEND, Ind., Jan. 25.—The store owned by the Tribune Printing company was burglarized at 2 o'clock this morning. The thieves secured nearly \$1,000 worth of gold watches, rings, gold pens, opera glasses, etc. It is believed they went to Chicago. A reward of \$500 is offered for their arrest.

He Will Be Hanged.

PEORIA, Ill., Jan. 25.—The motion for a new trial in the case of "Bud" Harris, the Peoria county murderer, was overruled to-day. Judge Shaw read the sentence of death, the date of hanging being Saturday, March 9.

HURT BY A FALLING WALL.

CINCINNATI, Ohio, Jan. 25.—This forenoon, while working under Contractor Graveson were pulling down a brick wall of Mabley & Carey's building, at the corner of Fifth and Main streets, four laborers remained on the inner side. The swaying wall, instead of falling outward, toppled the other way and hurled the men beneath it. One of them, John Wilson, was thrown out insensible and is thought to be fatally injured. Three others, George Barrett, John Hope, and Henry Nolte, were seriously but not fatally hurt. While the patrol wagon was coming to the scene the wheel caught in the railroad track and threw the driver to the ground, breaking his leg.

Gladstone on the League.

LONDON, Jan. 25.—Mr. Gladstone, who is now at Naples, writes as follows in reply to a correspondent who had called his attention to the fact that a branch of the Irish National league had been named after him: "I have no connection of any sort with the league, nor have I any knowledge whatsoever upon the subject. I suppose my name was chosen owing to my efforts to free the Irish from their ills, such as are absolutely certain to produce objectionable acts on the part of some Irishmen, the fewness of whom I only wonder at and feel thankful for."

FOR CALIFORNIA.

In addition to first class round trip tickets to California and Pacific Coast points which are on sale daily, the Chicago & Northwestern Railway company has arranged a series of personally conducted one way second class excursions to California. Persons joining these excursion parties will be provided free of charge with completely furnished berths, including mattresses, curtains, blankets, pillows, etc. in new tourist sleeping cars which will run through without change from Chicago to San Francisco and Los Angeles, in charge of experienced conductors and porters the entire distance. The cost of a second class ticket covers every necessary expense except meals. For tickets and full particulars regarding rates and dates on which excursions will start, apply to agents of the Chicago & Northwestern Railway.

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